

**SUMMARY OF H.R. 3064, THE “GENERATING RENEWAL, OPPORTUNITY, AND WORK WITH
ACCELERATED MOBILITY, EFFICIENCY, AND REBUILDING OF INFRASTRUCTURE AND
COMMUNITIES THROUGHOUT AMERICA ACT” (GROW AMERICA ACT)**

*Prepared by Committee on Transportation and Infrastructure Democratic Staff
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The “Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act” (GROW AMERICA Act). The policy in this legislation represents the Administration’s six-year surface reauthorization proposal, and provides **\$478 billion over six years** for highways, bridges, public transportation, highway safety, and rail programs.

The GROW AMERICA Act calls for investment totals over six years of:

- \$317 billion for programs under the Federal Highway Administration (FHWA), an increase of 29 percent over FY 2015 levels, including \$18 billion for a dedicated multi-modal freight program;
- \$115 billion for programs under the Federal Transit Administration (FTA), an increase of 76 percent over FY 2015 levels, including significant increases in Bus and Bus Facilities grants and New Starts;
- \$28.5 billion for rail programs under the Federal Rail Administration (FRA);
- \$6 billion for vehicle safety programs under the National Highway Traffic Safety Administration (NHTSA) and \$4.7 billion for truck and bus safety programs under the Federal Motor Carrier Safety Administration (FMCSA);
- \$7.5 billion for competitive TIGER grant; and
- \$6 billion for TIFIA.

The GROW AMERICA Act infuses our economy with transportation infrastructure investment, providing approximately \$25 billion more per year compared to current funding levels. Enacting a six-year GROW AMERICA Act adds nearly **two million jobs**, compared to an extension of surface transportation programs.

To offset this increased investment, the bill includes a significant down payment on the necessary revenue to fund GROW AMERICA by limiting corporate inversions – maneuvers through which U.S. companies acquire foreign entities and reincorporate as “foreign” companies to cut their U.S. tax obligations. The bill limits tax-motivated corporate inversions by providing that certain inverted companies continue to be treated as U.S. companies for tax purposes. Stopping corporate inversions provides **\$41 billion** in revenue for the Highway Trust Fund – funding almost two years of the GROW AMERICA Act.